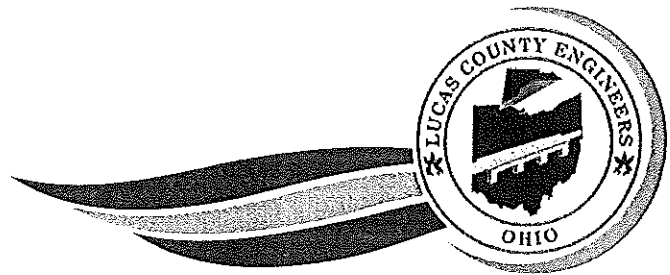


Office of the County Engineer

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Keith G. Earley, P.E., P.S.
Lucas County Engineer

May 12, 2015

Tina Skeldon Wozniak President
Board of Lucas County Commissioners
One Government Center, Suite 800
Toledo, Ohio 43604-2259

Dear Commissioners:

I am respectfully submitting our Annual Condition Report to the Board for your review. Along with the Report, we are submitting for review and approval at the May 19th agenda meeting:

1. Our updated 5-Year Capital Improvement Program (C.I.P.) (2015 – 2019)
2. Our analysis of the Lucas County Engineer's C.I.P. which includes Goals (1994 – 2023)
3. A copy of the Resolution approving the Lucas County Engineer's Report on the condition of the County roads and an Engineer's Estimate for maintenance repair of our County roadway system.

Our first priority has been to keep our system in very good condition, preventing time consuming and costly repairs. Our roads and bridges are currently in good condition. There will always be improvements to our roadway system just to maintain our current condition. The following table highlights the types of improvements that have been made over the past twenty-one (21) years

and what we plan on doing the next four (4) years. From 1994 through 2013, our annual construction programs have averaged \$7.1 million dollars.

30 YEARS OF INFRASTRUCTURE IMPROVEMENTS

	1989 – 1998 (10 Yrs.)	1999 – 2013 (15 Yrs.)	2014 – 2018 (5 Yrs.)
Bridges:			
Replacements	25 (2.5/yr.)	28 (1.87/yr.)	6 (1.20/yr.)
Repairs	17 (1.7/yr.)	25 (1.67/yr.)	3 (1.67/yr.)
Roads:			
Crack Seal	158.98 miles (15.90 miles/yr.)	434.6 miles (28.97 miles/yr.)	134.1 miles (26.82 miles/yr.)
Chip/Micro/Slurry	55.42 miles (5.54 miles/yr.)	72.2 miles (4.81 miles/yr.)	33.53 (6.70 miles/yr.)
Resurfacing W/R or Reconstruct	122.90 miles (12.29 miles/yr.)	258.5 miles (17.23 miles/yr.)	71 miles (14.20 miles/yr.)
Major Intersections:	10 (1/yr.)	16 (1/yr.)	7 (1.4/yr.)

If you compare what we will plan on accomplishing from 2014 through 2018 to the past twenty (20) years, you will see a few shifts in our infrastructure categories. We plan on cutting back on our bridge replacements and focusing on more maintenance programs, like our road sealing programs, resurfacing and bridge repairs. While many improvements have been done and our system is currently in good shape, our purchasing power has been severely eroded. Our dedicated revenue is the same as it was ten years ago while our costs have increased about 60% overall and it has become more difficult to compete for outside State and Federal funds. With revenue declining and costs increasing, it

will be very difficult to maintain our infrastructure in the future without a revenue increase.

In the current period (2014 – 2018), we estimate that we will, on average, only have enough Capital Improvement revenue to spend \$6.2 million per year for Infrastructure Improvements. As aforementioned, during the past twenty (20) years, we averaged \$7.1 million – that's almost a \$1 million shortfall per year for the foreseeable future! And to exacerbate this lack of purchasing power, all you have to do is factor in the construction inflation that has been averaging about 4% per year.

To be safe, we are projecting a flat line for our dedicated revenue over the next four (4) years. **If this trend continues, by 2018, we will need an additional \$12.4 million dollars just to maintain the same purchasing power we had in 2000.**

The County's Roadway System will gradually deteriorate if revenue is not increased. Other public agencies across the state and the nation must also deal with inflated costs and many of those highway systems are not currently in good condition. Postponing maintenance and letting roadways and bridges get in poor condition only costs more to repair/improve when infrastructure is neglected that long. We have cut costs and increased our revenue as much as we can by reducing our work force by 33% since 2000 and enacted all permissive license plate fees currently allowable.

By moving our entire office next to the Sanitary Engineer's Office and being fully operating from 1049 S. McCord Road since the summer of 2013, we have cut back our entire fleet's mileage by 25% - saving on the wear and tear of our equipment, fuel, and man hours. Our last option to optimize savings for the Lucas County Public Works Complex operations is to fully cooperate and/or integrate the offices of both the County Engineer and the Sanitary Engineer. To date our offices have integrated our Survey Departments and we share the cost of a custodial worker from the Facilities Department. We need to find ways to utilize our work forces together in order to reduce our work force through attrition since dedicated revenues continue to be flat or declining while inflation continues to eat away at our purchasing power.

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Last year, there were discussions about the State Legislature passing legislation authorizing County Commissioners to approve two-five dollar increases to the License Plate Fees. This ten dollar increase would generate approximately \$1.67 million dollars per year for improvements to the Lucas County Roadway System. The County Engineers' Association of Ohio and the County Commissioners Association of Ohio need to work together to push for a resurrection of this legislation.

Referring back to the Table of *30 Year of Infrastructure Improvements*, we will have averaged 15.08 miles of resurfacing per year by the end of 2018 – this is what we need to do if we want to cover our roadway system every twenty (20) years. I am very confident that our roadway system will continue to be in good condition through 2018 but without new infusions of dedicated revenues within the new few years, the County infrastructure will definitely decline in its condition rating.

If you have any questions or need further information, please call me. I appreciate your support and value your comments.

Very truly yours,



Keith G. Earley, PE, PS
Lucas County Engineer

MED:md

Attachment

CC: •Commissioner Pete Gerken, w/attachments
•Commissioner Carol Contrada, w/attachments
•Laura Lloyd-Jenkins, County Administrator, w/attachments
•Jody Balogh, Commission Clerk, w/attachments
•Jeff Lohse •Mark Drennen
•Greg Wimberly •Brian W. Miller
•Ryan Belinske •Denny Pritscher
•Joel Palermo